

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 8:25 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 558 Const Calendar Day: 777 Date: 21-Jul-2014 Monday

Inspector Name: Feather, Bernard Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 08:00 am 10:00 pm Break: 03:00 Over Time:

Federal ID:

Location:

Reviewer: Shedd, Bill

Approved Date:

Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4PM

Precipitation

Condition clear, cool

Working Day ☒ If no, explain:**Diary:**

Dispute

**General Comments**

Bill Casey staff meeting 0800-0900. Track progress of FWS CCO 367 work from a night lane closure from the night of July 21, 2014 to the morning of July 22, 2014. Misc MEP paperwork and write diaries.

**CCO-096 Bid Item: 001 0-FSW-EFA.096 Field Site Work**

CERTIFIED COATINGS COMPANY

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor:	CERTIFIED COATINGS COMPANY							
Painter	APP	EDILBERTO LEON	6.00	0.00	0.00	6.00		<input type="checkbox"/>

**Diary:**

Dispute

**West Loop Cable Hand Ropes 001 0-FSW-EFA.096**

E. Leon spent 6 hours in the paint booth at the CCC yard at Pier 7 blasting and priming the hand rope drop plates. These plates are being used to lower the west cable loop hand ropes because of interferences with the dehumidification system ductwork, as directed in the response to RFI 3235.

**CCO-096 Bid Item: 001 0-FSW-EFA.096 Field Site Work**

AMERICAN BRIDGE/FLUOR, A JV

**Diary:**

Dispute

**Cable MEP 001 0-FSW-EFA.096**

The drop plates for the relocating the cable hand ropes, per the direction given in RFI 3235, arrived on site, with orange tags. The plates were inspected, found to be free from damage and the orange tags were pulled prior to the plates being moved to paint booth for priming.

**CCO-354 Bid Item: 001 0-FWS-ELS.354 CIC - Mechanical Impacts - F.W. Spencer**

F.W. SPENCER AND SON, INC

**Diary:**

Dispute

**Mechanical Change of 001 0-FWS-ELS.354**

The FWS crew spent 3 hours to mobilize to and from the bridge. The liability for the CCO 367 work for



## Daily Diary Report by Bid Item

Job Name: 04-0120F4

Inspector Name Feather, Bernard

Diary #: 558

Date: 21-Jul-2014

Monday

this shift is in dispute. If the Contractor is determined to be liable, mobilization will be paid under CCO 354, in addition to the 12% hourly shift differential and the 8th hour of pay for 7 hours of work per the pipefitter's union agreement. The three crew trucks will also be paid under CCO 354.

If the Department is determined to be liable, mobilization and the crew trucks will be paid under CCO 367 for this shift.

In addition to the equipment used in performance of the work, the crew used a towed port-a-potty and a light tower which will be paid via monthly invoice under CCO 354.

**CCO-367 Bid Item: 001 0-PCR-EFA.367 Pipe Interference with Cable Railing**

F.W. SPENCER AND SON, INC

### Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> F.W. SPENCER AND SON, INC								
Plumber/Pipefitter	JNM	NARCISO BIAGI	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Plumber/Pipefitter	FOR	TOM COLOMBO	4.00	0.00	0.00	4.00		<input type="checkbox"/>

### Diary:

**6" DIP/cable rail post interference** **001 0-PCR-EFA.367**

Dispute

☐

Tom Colombo, Bill O'Sullivan and I arrived at the base of W2 at 1100, then we proceeded to walk the length of the WB bridge, inside the barrier to check off the CCO 367 work done to date. All the locations, with the exception of the work at PP 31+ 2290 and 32 + 2766 was complete and bought off. However, it was noted that shifting the PS-3 base plate on the PS-5 pipe supports shifted the 6" CCSF Reclaimed Water Line south at other locations, causing new interferences with the cable rail posts. These locations were noted, and RFI 3688 was subsequently written, requesting how to deal with the new interferences. Tom, Bill and I returned to the base of W2 at 1300, and left the bridge. Bill and Tom spent approximately 2 hours compiling the information and writing the RFI.

The FWS crew, including Josh Johnson and Tim Esquivel, went on shift at Pier 7 at 2000 on the evening of July 21, 2014. The lane closure of the the #1 lane of the WB bridge was established at 2000, and the crew mobilized to the closure, establishing themselves at PP 32 at 2300. From 2330 to 0200 on July 22, 2104, the crew worked on modifying the PS-5s at PP 31 +2290 and PP 32 + 2766. At 0200, the crew demobilized from the bridge and went off shift at 0300.

Note that the liability for the work at these locations are under dispute.